

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting

July 19, 2006

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, July 19, 2006, in the Town of Truckee Council Chambers, 10183 Truckee Airport Road, Truckee, CA. The meeting was scheduled for 9:30 a.m.

Members Present: Tim Brady, Patti Ingram, *Russ Steele, Josh Susman, and Nevada County Board of Supervisors Alternate Ted Owens

Members Absent: Nate Beason, Robin Sutherland, and a Nevada City Representative

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Mike Woodman, Transportation Planner; Toni Perry, Administrative Assistant

Standing Orders: Executive Director Landon convened the Nevada County Transportation Commission meeting at 9:33 a.m.

Pledge of Allegiance:

The first order of business was a special election to designate a Chairman Pro Tem for the July NCTC meeting. The previous Chairman, Conley Weaver, is no longer on the Transportation Commission, and Vice-Chairman Beason was traveling out of the country.

Commissioner Brady nominated Commissioner Susman as Chairman Pro Tem. Commissioner Owens seconded the nomination. The vote was unanimous in favor of the motion.

Chairman Pro Tem Susman conducted the remainder of the meeting.

INFORMATIONAL ITEMS

1. Financial Reports

A. April and May 2006

There was no discussion on the April and May Financial Reports.

2. Correspondence

B. Letter from Business, Transportation, and Housing Agency - Application for Transit Technical Planning Assistance Grant was approved to do the Gold Country Stage Fixed Route Transit Transfer Facility Site selection. 5/26/06, File 1030.

Executive Director Landon stated that an application was approved for a Transit Technical Planning Assistance Grant to do a site selection for a Gold Country Stage Transfer Facility. He said there is an action item to establish a consulting selection process to get the work underway.

- C. Letter from Caltrans Division of Transportation Planning - Application for the Community-Based Transportation Planning Grant to do a Nevada County Bicycle Master Plan/Nevada County Non-Motorized Trails Plan was not selected. 6/21/06, File 72.

Executive Director Landon reported that the NCTC was not awarded a grant to update the Nevada County Bicycle Master Plan and Non-Motorized Trails Plan. Mr. Landon spoke with a selection committee representative at Caltrans, and he stated that typically while master plans are sometimes funded, “updates” of master plans are usually done with regular planning funds. The representative did not think this project would rank very high statewide even if it were resubmitted.

3. Executive Director's Report

3.2 Grass Valley Traffic Project Status Report / Dorsey Drive Interchange

Chairman Pro Tem Susman made reference to the letter from the City of Grass Valley’s Mayor Gerard Tassone and City Engineer Tim Kiser dated July 12, 2006, that was handed out to the Commissioners regarding the Dorsey Drive Interchange Project. Executive Director Landon stated this letter indicates the City plans to prepare a letter for review regarding their concerns and comments about the design and right-of-way (R/W) for the Dorsey Drive Project. The City said they would like to hold a workshop to see what concerns the public might have regarding the project. Mr. Landon said there were three documents from Grass Valley attached to the Executive Director’s Report: 1) An overview of eleven Grass Valley projects currently underway; 2) A memo from Tim Kiser to the Grass Valley City Council regarding concerns and comments relating to the Dorsey Drive Interchange Project (the letter mentioned above is their response to those concerns); 3) A memo from Tim Kiser to the City Council regarding two new projects in the Traffic Congestion Relief Program. Mr. Landon asked the Commissioners if there were any questions or comments regarding the Dorsey Drive Interchange that they would like him to convey to the City Council at their next meeting.

Commissioner Brady said it seems the City is taking a new interest in reviewing Caltrans’ design of the Dorsey Drive Interchange and desires to have more input into the design of the project. He is wondering if it is NCTC’s responsibility to put together a Stakeholders Committee that would involve Grass Valley, Nevada City, Nevada County, and a representative from the NCTC, to start a more intensive review of the Dorsey Drive Project as the process moves into the Design Phase. Executive Director Landon said the City of Grass Valley recognizes that this project will be within their jurisdiction, that they will be the agency to have the maintenance agreement with Caltrans, so it is time to be more involved and to be sure the project fits with their goals. Commissioner Brady asked if the design has been reviewed continually at the Technical Advisory Committee (TAC). Mr. Landon replied that the project has been reviewed at the TAC meetings, and numerous discussions have taken place during Project Development Team meetings that have included City and County staff. Mr. Landon said the City of Grass Valley staff and some of the Council members have always had a concern with the ultimate size and scope of the project. He said Caltrans has a policy to do a Value Analysis, or peer review, on projects of this size to ensure that the best construction techniques and design features are being used.

*Commissioner Steele arrived at 9:43 a.m.

Commissioner Brady asked how to set up a Stakeholders Committee without slowing down Caltrans' design process. He would like a discussion to take place on how funding may affect the project, and include the sales tax measure as part of the discussion. He thought the committee would include City and County staff engineers that would work with Caltrans. Executive Director Landon stated he would be willing to take the Commission's direction today to the Grass Valley City Council meeting next Tuesday for their input. He could envision members of the committee to include an NCTC Commissioner, a member of the Grass Valley and Nevada City Council, and a member of the Nevada County Board of Supervisors to give their input into the peer review and Value Analysis process.

Commissioner Brady asked if it would be possible to get agreement from Caltrans to hold the overpass height to 15 feet, since that one factor has the largest affect on the design and cost of the interchange. Winder Bajwa, Project Manager for Caltrans District 3, replied that the current height of the Dorsey Drive overpass is 14 feet-6 inches. He said that a design exception has been approved for the height of the structure to be 15 feet. Mr. Bajwa said the cost would be around \$500,000 and the plan is to lower the roadbed to accommodate the six inch difference. He stated the new standard for the overpass is 16 feet, and that would be the standard used when the entire structure is replaced. Mr. Bajwa said if they do just one ramp construction for the first phase, the overpass structure would remain as is. Commissioner Brady asked if the 15-foot height could be held for the entire four-phase project. Mr. Bajwa replied that Caltrans could take a look at that proposal during the Value Analysis or the peer view. Commissioner Brady stated that the overpasses to the north and south of the Dorsey Drive overpass are at 15 feet.

Executive Director Landon reported that one of the options that was presented by City staff to the Grass Valley City Council dealt with the question of whether Caltrans should continue work on purchase of R/W and design or put work on hold until the Value Analysis is completed, and it is determined whether the Grass Valley sales tax measure will move forward and fully fund the interchange. If Caltrans continues with their design of the first phase of the Dorsey Drive Interchange before the Value Analysis is completed and the November election is held, there is a possibility that changes to the design will be needed. The City Council has not taken a position on that question yet, but Mr. Landon asked the NCTC Commission if they would want to see Caltrans continue their work on the first phase of the Dorsey project so no time is lost. He noted that if the sales tax measure is not successful, and work were stopped on the first phase of the design, four to five months would be lost. Mr. Landon would like to see the two efforts continue forward in parallel and, if this were the consensus of the Commission, he would like to convey their preference to the City Council.

Commissioner Owens asked if the work proposed for Caltrans to continue on would be preliminary design or the complete design and construction documents. Winder Bajwa responded that the preliminary design was part of the environmental clearance process, and that Caltrans is now moving into the Plans, Specifications, and Estimates (PS&E) phase of the Dorsey project. Commissioner Owens asked if the Grass Valley City Council is comfortable with the preliminary design phase that has been completed to date? Commissioner Ingram shared her sense of the Council's opinion was that even though they have been waiting a long time for the Dorsey Drive Interchange, there was a sense that there had not been enough public input or opportunity to review proposed designs and scope of the project. She stated that the Council would like to have the entire interchange built, not one phase at a time, and they are hoping the sales tax measure on the November ballot will pass to help fund Dorsey Drive. Commissioner Ingram said that the Council meeting next week would address these issues. She encouraged support from the Commission to have the work continue and

not place a hold on the process while the evaluation is conducted and a workshop held, since there is no way of knowing if the sales tax measure will pass.

Commissioner Owens asked how long the PS&E phase would take. Winder Bajwa said the single ramp design is relatively simple, but the entire project is more complicated since a structure will be added and Dorsey Drive will be widened. Mr. Bajwa stated that one of the key components of project delivery is actually the R/W acquisition. The City of Grass Valley expressed concern that maybe too much R/W was being looked at and they wanted to scale it back a bit; that is where the scope issue came in. Mr. Bajwa said that land must be acquired for the improvements. He said this should be completed in the 2008/09 fiscal year. Executive Director Landon said the project is heading into a three-year design and R/W period. Commissioner Ingram stated that because Caltrans is now ready to proceed with the design and R/W acquisition, the Council is concerned that things may be moving more quickly than they anticipated. Their concerns include the question of whether acquisition of all or a portion of the R/W for the project should be purchased in the first phase, the widening of Dorsey Drive, and the scale and scope of the project. She encouraged the Commissioners to go to the July 25th City Council meeting to give their perspective.

Commissioner Owens questioned how long the time frame might be for the Value Analysis. Winder Bajwa said it could be accomplished in a few months and is usually done with internal staff, but the City has expressed they would like an independent review. He said that is fine with Caltrans, and they are working with the City staff to determine what would be done. Executive Director Landon asked the Commission to give him direction on the formation of a Stakeholder Committee to identify and carry the comments and concerns of the community into the Value Analysis process, and accomplish the Value Analysis process in the next two to three months so the comments can be included in the design process. His concern is to have a portion of the project that is ready to construct in FY 2009/10. If the sales tax measure passes, perhaps bonds can be used to construct the entire project in 2009/10.

Commissioner Brady asked if the sales tax measure did pass and the City were able to bond, would the full project be fundable? Commissioner Ingram said it is her understanding that it would be. She stated that the Council did pass a resolution to place the sales tax measure on the ballot; however, there are some concerns regarding the ballot measure and there may be an item on the July 25th agenda to augment or remove it. The measure must be sent to the Board of Supervisors in early August for inclusion in their meeting agenda to qualify to be placed on the November ballot. Commissioner Brady asked Mr. Bajwa if Caltrans designs the single lane only, could it be rolled into the full design if the funds are approved? Mr. Bajwa said some of the work wouldn't be used, i.e. the right turn pocket on Dorsey Drive, but the ramp and most of the design could be integrated into the final full design.

Commissioner Brady encouraged Mr. Landon to put the Stakeholder Committee together.

Chairman Pro Tem Susman stated he had some concerns about the Dorsey Drive project because he was getting a sense of politics. He said this project has been around for a long time and the need for the project is just as urgent as ever. He does not want to challenge or jeopardize this project because this is a regional problem in western Nevada County. He was concerned with some of the phrases and recommendations in the July 6th memo from Tim Kiser. Chairman Pro Tem Susman can see the need for the peer review, but is concerned about the R/W acquisition to only acquire R/W in three of the four quadrants of land needed versus all of it, as the property will only get more expensive. Chairman Pro Tem Susman was concerned about the phrases referring to getting funding from

Caltrans because there is not a lot of state money available. The projects being built are the ones where there is locally matching funds. So, if the sales tax measure doesn't pass, it will remove that provision. He said that NCTC and other local agencies may have to agree to commit the State Transportation Improvement Program (STIP) funding towards the completion of the Dorsey project, in lieu of some other projects. He wants to be sure that there would be a fiscal analysis of what it means to the rest of the County to commit STIP funds for ten to fourteen years. He noted that STIP funds were put toward the Truckee Bypass for many years and now it is time for a project in the Grass Valley area to utilize those funds, but he wants to know how this impacts the other projects in the County that could be funded by these dollars. He sees a conflict in the July 12th letter that says: "Council Members and the public expressed concerns about this essential project to ensure that it addresses priority needs; is financially viable; integrates well with Grass Valley in character; and is constructed to accommodate long-term traffic demands." Then he hears about pushing for one phase, not doing a complete R/W acquisition, and he sees a conflict in the language and the real intent coming out of the Grass Valley Council or at least from the author of this letter. On July 25th the Council will be discussing this letter and talking about putting something on the ballot and he sees a tremendous politicalization of this issue. Chairman Pro Tem Susman stated that NCTC has to look at the project as a regional future traffic solution and take the politics out of it. He said he was leaning towards suggesting to Grass Valley they need to pass their sales tax initiative, and give Caltrans the clear message that NCTC supports their efforts to solve this regional problem.

Commissioner Ingram concurred with the suggestions that NCTC look at this project as a regional issue, and to discuss the Dorsey Drive project and how it is going to impact other roadways and intersections. She would like the Commission to share with the Grass Valley Council that this project needs to keep moving forward.

Commissioner Owens agreed with Commissioner Ingram and also thinks that Grass Valley needs positive encouragement from NCTC to be successful in identifying funding. He stated that one of the fundamental differences between western and eastern Nevada County is Truckee has Placer County next door to help mitigate impacts on their roadways. He believes the three-year Design and R/W acquisition efforts for Dorsey would be enhanced by the Value Analysis and public input, and that those activities should happen post haste. He stated he would like to hear the comments from people who attend the Grass Valley meeting.

Commissioner Brady said NCTC should always be expressing the intent to Caltrans to move forward in a timely fashion, and he believes the entire project should be viewed in its ultimate design phase until financial needs mandate the restriction of the project to a single phase. He would like to see the Stakeholder Committee put together with the best representatives who would move the review of the design and value engineering as quickly as possible.

Barbara Bashall, Executive Director of the Nevada County Contractors' Association (NCCA) and a member of the audience, stated she has been involved with the Dorsey Drive project during the past eight years. She concurs that it would help to move the project along by having a committee, because it is a political decision with the City Council, NCTC, County Board of Supervisors, and everyone needs to get onboard to keep it moving. She believes the design is crucial in how it will fit into the community. She believes public support is important, and she would also like to see members of the TAC be on the committee.

Commissioner Ingram stated that the only way to have input into the scope of the project is to pass the sales tax measure, so Grass Valley has the money to negotiate their desired design changes. She

said there is a need to convey this not only to the Council but also to the public in Grass Valley. She asked the Commissioners to give staff direction regarding how to convey the regional nature of the project.

Executive Director Landon identified five points from the Commission's discussion: 1) A consensus to form a policy level committee, which would include a representative from each of the affected jurisdictions, and the NCTC Executive Director would be the facilitator to form and guide the function of the committee; 2) The Value Analysis is supported by the NCTC as a good exercise and needs to be pursued quickly. As a part of this analysis, a tool should be developed to depict what traffic flow would look like with the various phases of the Dorsey Drive Interchange, including a cost benefit analysis; 3) The design for the first phase of the interchange should be kept moving forward in parallel; 4) NCTC would encourage the City of Grass Valley to try to secure the funding to build the entire Dorsey Drive Interchange project; 5) To continue to ensure that the ultimate project meets the regional needs.

Commissioner Brady said, with regard to the discussion on the size and scope of the Dorsey Drive Interchange, he would like to see and have presented, possibly from Winder Bajwa's group, a display that would show how traffic flow would be impacted once the full interchange was built at Dorsey Drive. The display would depict how the entire interchange would impact traffic around the Brunswick Road Interchange and the Idaho-Maryland/East Main intersection. He would like this display available when the discussions occur regarding size and scope of the project. Executive Director Landon noted that modeling "snapshots" have been taken showing the degree to which traffic is reduced in specific locations. When the Dorsey Drive project began, there were no traffic simulation models in existence, but they are available now. He agrees that this would be a valuable tool to simulate traffic from Brunswick Road down to the Idaho-Maryland/East Main Street intersection and depict how the traffic would interact with the new Dorsey Drive Interchange in place. Commissioner Brady brought up the point that Tim Kiser of Grass Valley suggested looking at a design with three ramps only. This type of tool could simulate the affect of dropping the fourth ramp, and could highlight what benefits would be added if it were included in the final design.

Commissioner Ingram thought it was a great idea, but one of the things a simulation would not depict is how to screen the signal lights from Idaho-Maryland Road as you are coming up the hill. She said that is one of the great concerns of some of the citizens in Grass Valley as to how those signal lights are going to look at the off ramp. Chairman Pro Tem Susman said he thinks the role of the NCTC is to take the politics out of decision-making. He would like to send a message in a letter that is apolitical and that talks about the regional solution, in spite of the political pressure of someone not wanting a traffic light. Chairman Pro Tem Susman agreed with Mr. Landon's five bullet points, and questioned who the appropriate lead would be on the stakeholder committee. He would also like to know what the timing is before Caltrans experiences delays, with regard to the scoping sessions and Value Analysis, so the project stays on schedule and doesn't miss the planning and funding cycle. Chairman Pro Tem Susman added that eventually he would like to know what the projection is from a funding standpoint regarding the use of RTMF funds on the Dorsey Drive Interchange, and which other projects may not be funded because of the Dorsey Drive project.

Executive Director Landon clarified that NCTC would facilitate the formation and lead a Stakeholder Committee. Commissioner Ingram made a motion for Commissioner Brady to be the NCTC representative on the Dorsey Drive Stakeholder Committee. Chairman Pro Tem Susman seconded the motion. There was no opposition from the other Commissioners to that motion.

Executive Director Landon reread the five points made during the discussion.

ACTION ITEMS

15. 10:00 A.M. Timed Item: Public Hearing to Initiate the Comment Period on the Regional Emissions Analysis for the Dorsey Drive Interchange and Squirrel Creek Bridge Project

The Commission moved forward to Action Item #15, since it was a timed public hearing. The presentation of information began at 10:28 a.m. Transportation Planner Michael Woodman described the Regional Emissions Analysis for the Dorsey Drive Interchange and the Squirrel Creek Bridge Project. He gave an overview of the air quality process and methodology used to prepare the emissions analysis. The purpose of the analysis is to determine that the emissions related to implementation of the two projects will not impact or worsen air quality.

Mr. Woodman explained that the assumptions and methodology used in the preparation of this report were done in consultation with the Western Nevada County Conformity Working Group, which consists of representatives from the Northern Sierra Air Quality Management District, the U.S. Environmental Protection Agency, California Air Resources Board, Caltrans, Federal Highway Administration (FHWA), and the Federal Transit Administration, as well as the NCTC staff. This interaction ensures the coordination of transportation planning, and that our regional projects are in line with federal requirements.

The emissions analysis was conducted for 2008, 2018, and 2027. The Conformity Working Group selected the analysis years based on the fact that 2027 is the last year of NCTC's Regional Transportation Plan (RTP), 2008 is the year before western Nevada County is required to reach attainment of federal air quality standards, and 2018 is ten years beyond the first analysis years. The analysis for 2018 assumed a single southbound onramp for Dorsey Drive, based on the financial constraints identified in the RTP. The 2027 analysis assumes the entire Dorsey Drive Interchange would be in place.

The major conclusion of the analysis was that the total reactive organic and nitrogen oxides gases for all of the years tested passed the emissions tests.

Mr. Woodman explained that the second project, a proposed replacement of an existing single-lane box culvert over Squirrel Creek on Valley Drive near Rough and Ready Highway, is not located on a regionally significant roadway. The project was required to be included in the emissions analysis because the County will use federal funds, and because the project will increase the size of the bridge from one to two lanes. Mr. Woodman noted that the public hearing started a thirty-day public comment period on the draft Regional Emissions Analysis, and that the comment period would end on August 17, 2006. The draft report was available at the Grass Valley Public Library, the Madelyn Helling County Library, the NCTC office, and on the NCTC website. Following the incorporation of comments into the report, NCTC will forward it to Caltrans. After Caltrans' review, the report will be submitted to the FHWA, the agency that makes the final decision on the adequacy of the report. Mr. Woodman stated that he had been working with the FHWA, and that they had reviewed the draft document.

Commissioner Owens asked if the improved emission devices on automobiles are recognized in the Federal requirements and emission targets that are set. Mr. Woodman responded that agencies are

required to use the latest planning assumptions and the latest adopted emissions models, which do account for the improved emission devices.

Chairman Pro Tem Susman opened discussion for public comment at 10:38 a.m. There were no public comments, and the public hearing was closed.

Commissioner Ingram made a motion to receive and accept the report. Commissioner Owens seconded the motion. The motion passed unanimously.

4. Caltrans District 3

Project Status Report – Winder Bajwa, Caltrans Project Manager for Nevada County.

Mr. Bajwa gave a brief summary of project activity that has occurred since the last NCTC meeting.

- *Safety Realignment and Widening of SR 20* – The project is located from the Yuba County line to just east of Oak Canyon Drive, and it is programmed for \$26 million for construction. It was advertised on May 30th, and the bids opened July 12th. Granite Construction was the lowest bidder, with a bid of just over \$33 million. Mr. Bajwa said with the contingency and supplemental funds, there is a \$10 million deficit. Caltrans was to meet with Granite Construction to discuss the bid and see if there was any way to bring the cost down. Utility relocation is underway and some trees have been removed. Executive Director Landon added that the cost of most materials like steel has gone up 30%, and asphalt has gone up over 200%. Mr. Bajwa said there could easily be additional increases with the current worldwide issues.
- *Dorsey Drive Interchange* – A Project Development Team (PDT) meeting was scheduled for July 14th, but it was cancelled and rescheduled for August 23rd. Mr. Bajwa stated that Caltrans was moving forward with the single ramp design, but recognized the concerns regarding the Value Analysis needed to be resolved. Executive Director Landon expressed appreciation to Mr. Bajwa for coordinating the completion of the PA/ED phase of this project on schedule.
- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – The team has completed all necessary technical studies needed for the environmental document, and the document is being written. The draft environmental document will require FHWA review before it is circulated to the public. Based on a Caltrans noise study, FHWA has directed Caltrans to prepare an Environmental Assessment and Finding Of No Significant Impact (FONSI) for the project. Caltrans tentatively scheduled a public workshop for September 20th.
- *SR 49 Shoulder Widening Between Lime Kiln Road and Pekolee Road* – This safety project is to widen shoulders and construction is scheduled for completion this summer.
- *Truckee SR 89 Mousehole* – This project covers pedestrian, bicycle, and operational needs under the railroad overpass. At the June CTC meeting Caltrans was designated as the lead agency. A PDT meeting was held June 15th to review the technical issues, introduce the team, and talk about the near-term activities to be completed. Caltrans surveyors were in the field on July 19th and are expected to complete their work within a

week. This data is needed for the design work. A public open house will be held sometime in September or November.

- *Safety Project to Install a Rumble Strip on the Centerline of SR 49 from Combie/Wolf Road to Grass Valley* – The Project Report has been signed, and Plans, Specifications and Estimates (PS&E) were completed. The CTC was to allocate money for this project on the day of the NCTC meeting, so advertising can start, and hopefully construction will be completed within two months.

CONSENT ITEMS

5. Certificate of Appreciation for Service on the NCTC: Conley S. Weaver. *Chairman Pro Tem Susman was authorized to sign the Certificate of Appreciation.*
6. NCTC Minutes: Special Meeting - April 26, 2006. *Approved.*
7. NCTC Minutes: May 17, 2006. *Approved.*
8. Allocation Request from Nevada County: *Adopted Resolution 06-21 approving the request from the County of Nevada to allocate \$1,359,696 from Local Transportation Funds for transit/paratransit operations, and an allocation of \$111,421 from Community Transit Services Funds for operations of paratransit services in FY 2006/07.*
9. Allocation Request from the City of Grass Valley: *Adopted Resolution 06-22 approving the allocation request from the City of Grass Valley for \$380,593 of Local Transportation Funds for transit/paratransit operations for FY 2006/07.*
10. Allocation Request from the City of Nevada City: *Adopted Resolution 06-23 approving the allocation request from the City of Nevada City for \$90,190 of Local Transportation Funds for transit/paratransit operations for FY 2006/07.*
11. Allocation Request from the Town of Truckee: *Adopt Resolutions 06-24 and 06-25 approving the allocation requests from the Town of Truckee for \$480,862 of Local Transportation Funds for transit/paratransit operations for FY 2006/07; and \$49,959 of State Transit Assistance Funds for transit/paratransit operations for FY 2006/07.*
12. Allocation Request from the County of Nevada: *Adopt Resolution 06-26 approving the allocation request from the County of Nevada for \$64,400 of Local Transportation Funds for the Alta Street sidewalk improvement project.*
13. The County of Nevada's Request for NCTC's Approval of Certifications and Assurances for their 2005/06 FY FTA 5311 Grant Application Package in the Amount of \$343,326. *Adopt Resolution 06-27 to attest that NCTC certifies and assures that Nevada County's Transit Division has met the requirements for applying for FTA 5311 grant funds.*
14. 2006/07 Nevada County Transportation Capital Improvement Program (CIP): *Authorized staff to include the 2006/07 CIP into the RTIP (Regional Transportation Improvement Program).*

Chairman Pro Tem Susman abstained from voting on the Minutes of April 26, 2006 and May 17, 2006.

Commissioner Ingram made a motion to approve the Consent Calendar. Commissioner Steele seconded the motion. The motion passed unanimously on Items 5 and 8 through 14. The motion passed with four approvals and one abstention on Items 6 and 7.

ACTION ITEMS - Continued

16. Regional Transportation Mitigation Fee Update

Executive Director Landon reported that the update of the Regional Transportation Mitigation Fee (RTMF) program has been moving forward, with a key component being the updating of the Traffic Model. The base year model is calibrated and functioning, and NCTC staff is working with City and County staff to identify the 2030 land use scenario. Running the traffic model with the future land use scenario in place provides the ability to determine the impacts of growth. Mr. Landon referred to the letter from the NCCA recommending that consulting services be used to complete the RTMF update. NCCA believes that having an objective third party review of the modeling assumptions and the methodologies used to assign fees will provide more confidence in the outcome of the update. Members of the NCTC Technical Advisory Committee also support using consulting services to complete the update. Mr. Landon noted that, based on his observation of the process that Grass Valley went through in updating their local fee program, he supports the recommendation to engage a consulting firm. He stated that he had received a phone call from a member of Concerned Citizens About Traffic (CCAT) and the group recommended hiring a consultant, with an additional recommendation that the work be completed by September 30th.

Commissioner Brady supported the concept of hiring a consultant to help facilitate the update of the RTMF. He hopes the consultant will develop a methodology and tools that can be used for years to come, to ensure that the Capital Improvement Program will be fully funded. He encouraged staff to get a good firm, to stay within the budget, and stated he has a list of questions he would like posed to the consultant. Executive Director Landon commented that he had preliminary conversations with two consulting firms and spoke about the scope of work needed to get the desired results, and the price was estimated around \$80,000. Mr. Landon said if the scope of work is modified, the cost estimate could change. He also noted that the cost of the update could be incorporated into the RTMF program. Commissioner Brady said a reputable consultant lessens the debate on a subject, and noted they could potentially have experience based on work done throughout the United States.

Commissioner Ingram stated she was on the Fee Committee for the City of Grass Valley, and she felt it was imperative to have the consultant in attendance at discussions. She said that having the consultant respond to questions and suggestions, and provide an explanation of the methods used to develop and assign fees, was a great help to staff. She also thinks it is helpful to have “outside eyes” on a fee project like this.

Commissioner Steele endorsed taking another look at the RTMF model and how to go about doing the fee collection. He stated that Nevada County is not a typical community and he would like the consultant’s work to take into account the county’s large population of elderly residents, and that many residents commute outside the community to their jobs.

Commissioner Owens said that fresh eyes and new ideas are always a benefit, and using a consultant can reduce the concern that staff or the governing board is letting politics influence the process. He asked staff to bring the project back to the Commission if the estimated cost exceeds \$80,000.

Chairman Pro Tem Susman commented that the consultant's activities would not necessarily lessen the debate. He referred to NCCA's concern regarding the weighting of the current program and the need for change. He also mentioned that once a consultant is hired, the community might realize that it is not as "unique" as it thinks (i.e. it is a commercial hub surrounded by a rural area). In light of the current housing crisis, he would like the discussion to consider if an increased fee would put a burden on residential development.

Commissioner Ingram recommended that a September 30th deadline not be placed on the update process. She said it would take time for the issues to be resolved in an accurate manner. Chairman Pro Tem Susman mentioned that in Truckee, currently, they are looking at how much of the cost of a development application is truly the developer's responsibility, versus how much the Town actually delays the process. Commissioner Brady supported the comment to not put a deadline on the process. He stated he has faith that staff will conduct the search and award the contract as quickly as possible, and once the consultant is chosen, they will set their own timeline to complete the RTMF Update.

Chairman Pro Tem Susman opened the topic to public comment. Barbara Bashall, Executive Director of the NCCA, referred to the letter they sent to NCTC, and she looks forward to working with a consultant to address some of their issues. She commented that she was a part of the group to update the City of Grass Valley fees, and the process went very smoothly once a consultant was brought into the project. She referred to an article from the "Engineering News" that she would pass on to the Commission. The article discussed how the data in the ITE Trip Generation Manual does not address circumstances in certain communities. She also spoke about the issue of the lack of doctors in the community and said that it is tied, in part, to the availability of affordable buildings. She stated that the community could not afford to raise fees on commercial development to a point where businesses would be unable to pay the cost of building the facilities they need to provide services to the residents.

Chairman Pro Tem Susman closed public comment. He mentioned a potential item of work that is missing from the Request For Proposal (RFP) is meetings with stakeholders. He does not want stakeholders to drive the process, but added that we do need their input. He would like staff to list specific expectations regarding the number and timing of stakeholder meetings.

Commissioner Brady reported that the firm Fehr and Peers held stakeholders meetings in the development of the Grass Valley Traffic Fee Program, and he felt it did not quell the debate but made the debate more informed. Stakeholders would bring up issues and Fehr and Peers would have appropriate responses to their concerns, and give information about other communities where this was done and why it was done.

Chairman Pro Tem Susman said the Truckee General Plan update is two years behind because of the public process and outreach, and the consultant fees have been increased because the consultant has been doing more and more public outreach. He is an advocate for public outreach, but the consultant and the community need to know the expectation so the process doesn't go on forever. Commissioner Ingram believes it would be important to give the consultant the number of workshops and what the expectations are from the workshops, and the opportunity for the public to

participate in those. Chairman Pro Tem Susman stated that some detail is needed for staff to prepare the RFP, so the consultant can respond based on the proposed expectations.

Commissioner Owens made a motion to direct NCTC staff to seek approval from Grass Valley, Nevada City, and Nevada County to utilize RTMF funds for consultant services to assist with the completion of the RTMF Update. Commissioner Ingram seconded the motion. Executive Director Landon asked that the motion be amended to state if the approval is given, staff has authorization to proceed with the RFP and selection of the consultant. Commissioner Owens and Commissioner Ingram agreed to the amended motion. The motion passed unanimously.

17. Amendment I to the 2006/07 Overall Work Program

Executive Director Landon explained that the proposed amendment to the Overall Work Program (OWP) has five key components. The first component addresses the additional \$90,000 received by the passing of the State budget for planning funds. Those funds were integrated into the OWP. Some of the funds will be used to assist member agencies in participating in a statewide effort to identify local system needs that should be funded by the State. The information will be used to prepare a report along with the California State Association of Counties (CSAC) and the League of Cities that will go to the Legislature.

Mr. Landon reported that a work element has been included to accomplish the RTMF Update through the hiring of a consultant, in accordance with the item the commission just approved. This amendment also identifies funds that are being carried forward from FY 2005/06 to complete the Crestview Intersection/Interchange report. He stated that the last component is a new work element added to accomplish the Transit Planning Grant transit transfer site selection process that was approved by the Federal Transit Administration. He added that it was staff's recommendation to program \$32,000 of the additional State Planning Funds to proceed with an update of the Bicycle Master Plan, which would make the cities, town, and county eligible to apply for State bike grants.

John Rumsey, Nevada County Department of Transportation and Sanitation, stated the department supports the updating of the Bicycle Master Plan.

Commissioner Steele made a motion to adopt Resolution 06-28 to approve changes to the FY 2006/07 OWP budget and work elements. Commissioner Brady seconded the motion. The motion included the update of the Bicycle Master Plan and authorizing staff to proceed with consulting contracts in identified work elements. The motion passed unanimously.

18. Telecommuting: An Air Quality Improvement Strategy

Executive Director Landon explained this item was developed at the request and with the assistance from Commissioner Steele. The idea is to encourage SACOG (Sacramento Area of Counsel of Governments) and MTC (Metropolitan Transportation Commission), to take a serious look at the strategy of promoting telecommuting. Commissioner Steele explained that census data indicated the trend in telecommuting was reducing traffic congestion more than transit and some of the other mitigation activities. He also attended a meeting of a group of citizens from Nevada County who were worried about ozone levels, the County's nonattainment, and related health issues. When he looked at what could be done, his conclusion was to promote telecommuting in the County and also in areas that contribute to our pollution levels, such as Sacramento and the Bay Area. Commissioner Steele gave an example from Sacramento where a 1% increase in telecommuters took 11,000 vehicles a day off the freeways. He said that telecommuting is a "win/win" strategy because in

addition to saving fuel, it promotes the extension of broadband internet service into communities. Commissioner Steele noted that another purpose of the letter is to encourage SACOG and MTC to demonstrate leadership by allowing their employees to telecommute.

Commissioner Brady thought it was a good idea to encourage telecommuting, and to be proactive about removing zoning restrictions that would restrict it. He thought it was interesting that traffic issues would actually promote the expansion of broadband, and knows of several people who would work out of their homes if they had other options besides a dial-up connection.

Chairman Pro Tem Susman shared that parts of Truckee do not have DSL connections, but they have high-speed internet connection through a television cable. He said that Truckee's first General Plan had specific language to promote telecommuting centers. He referred to pending legislation in Sacramento with the telecommunications industry, where providers want to take away local control through franchise fees and other local jurisdictions to control telecommunications. Commissioner Owens stated the legislation is moving through committee, and CSAC and the League had both signed off on the amendments that address these issues. He also mentioned the statistics between 1990 and 2000 regarding people who walked to work in Sacramento and San Francisco, which indicated while the population grew, walking decreased. Nevada County increased its number of walkers during the same period.

Commissioner Steele made a motion to adopt Resolution 06-29 and direct the Chairman Pro Tem to sign letters encouraging SACOG and MTC to promote telecommuting to reduce vehicle emissions that impacts ozone in the Sierras. Commissioner Owens seconded the motion. The motion passed unanimously.

PUBLIC COMMENT

There was no public comment.

COMMISSION ANNOUNCEMENTS

Commissioner Ingram announced that Grass Valley City Council approved one more meeting with regard to the Special Development Areas (SDAs) for public comment, 5:00 – 9:00 p.m. Monday August 7th at the Veterans Building in Grass Valley.

Commissioner Steele commented that Daniel Landon, NCTC Executive Director, gave two eye-opening briefings to the ERC (Economic Resources Council) in terms of what the nexus was between transportation and economic development. Commissioner Steele has been a long-time volunteer with the ERC, and he suggested that they might invite a member of the NCTC to sit on their Board. The ERC Executive Board is considering it. He would like to get feedback from the Commissioners as to how they would feel about this. Chairman Pro Tem Susman said, if possible, he would recommend Commissioner Steele at a future date to sit on both, if an invitation were extended.

Commissioner Brady stated he has joined the sixty years and older group in Nevada County.

SCHEDULE FOR NEXT MEETING

The next Commission meeting is scheduled for Wednesday, September 20, 2006 at 8:30 a.m., at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

ADJOURNMENT OF MEETING

Commissioner Owens moved to adjourn the meeting. Commissioner Steele seconded the motion. Chairman Pro Tem Susman adjourned the meeting at 11:28 a.m.

Respectfully submitted: _____
Antoinette Perry, Administrative Assistant

Approved on: _____

By: _____
Chairman
Nevada County Transportation Commission